

FIG.1A

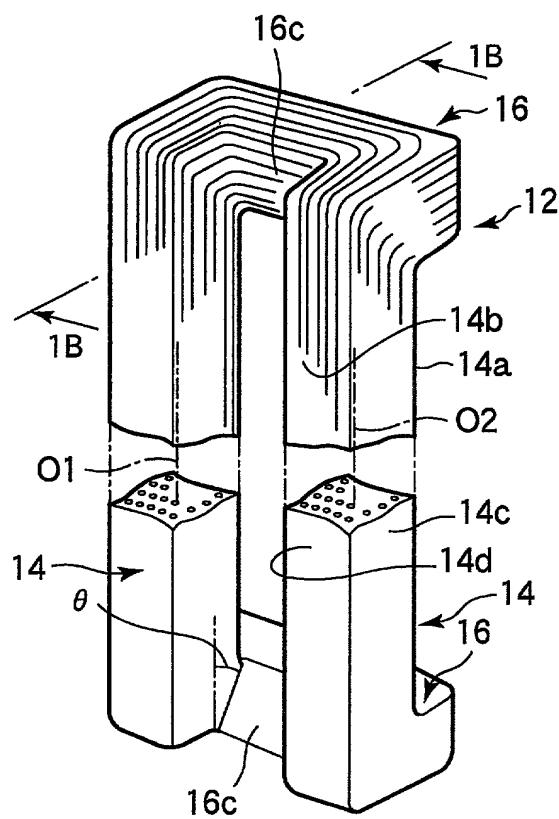


FIG.1B

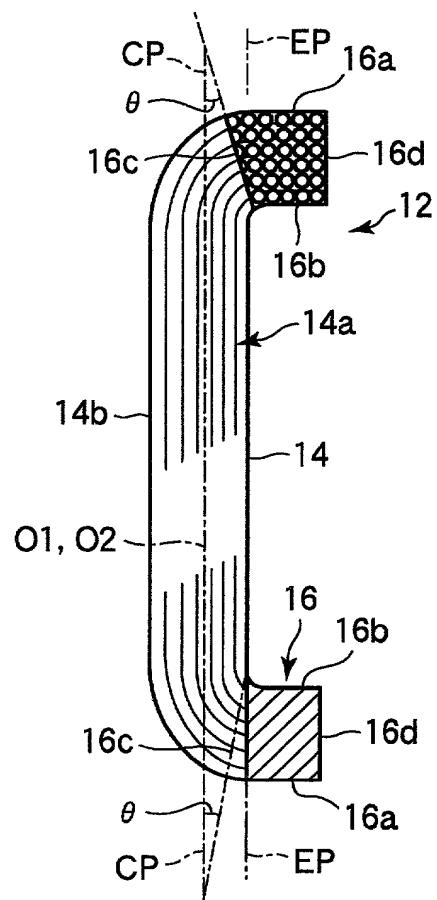


FIG.2

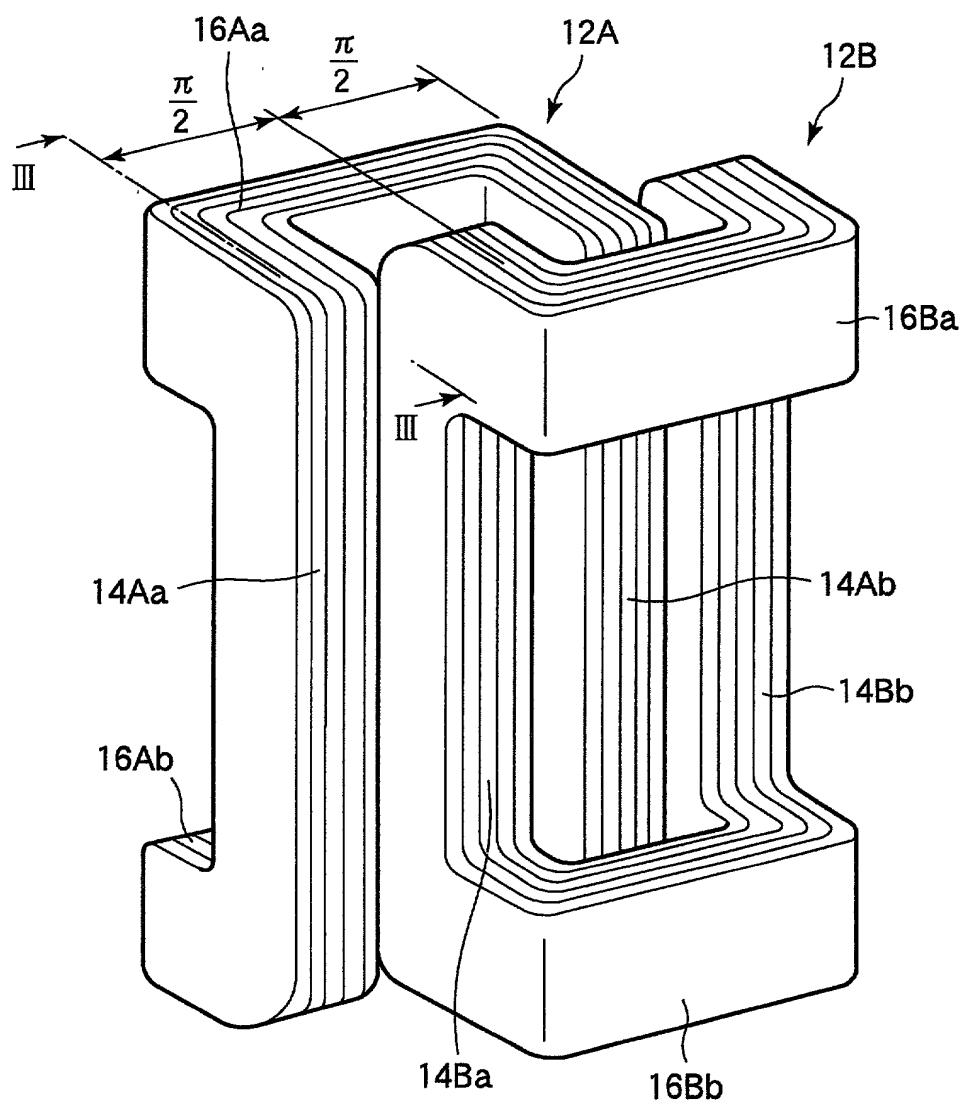
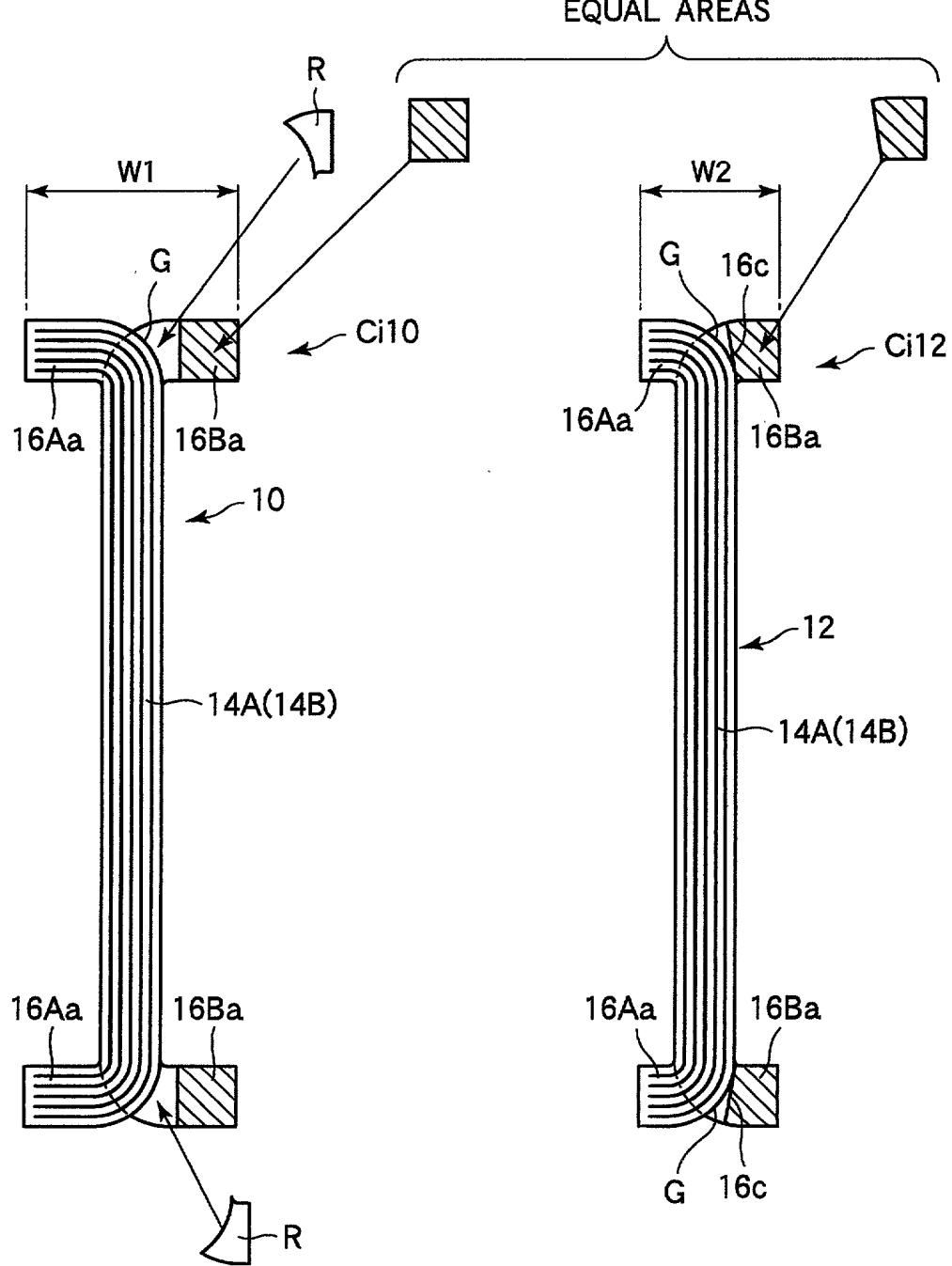
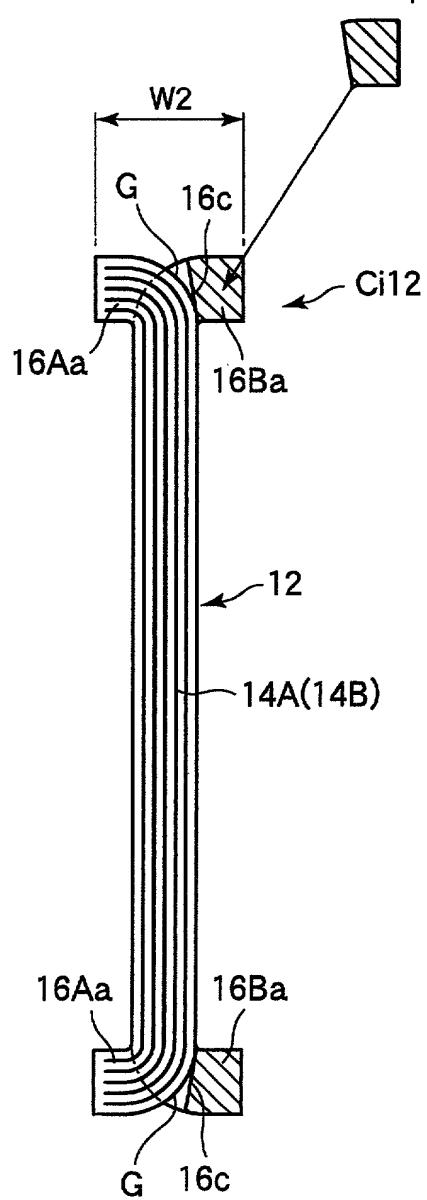


FIG.3A**FIG.3B**

EQUAL AREAS



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FIG.4

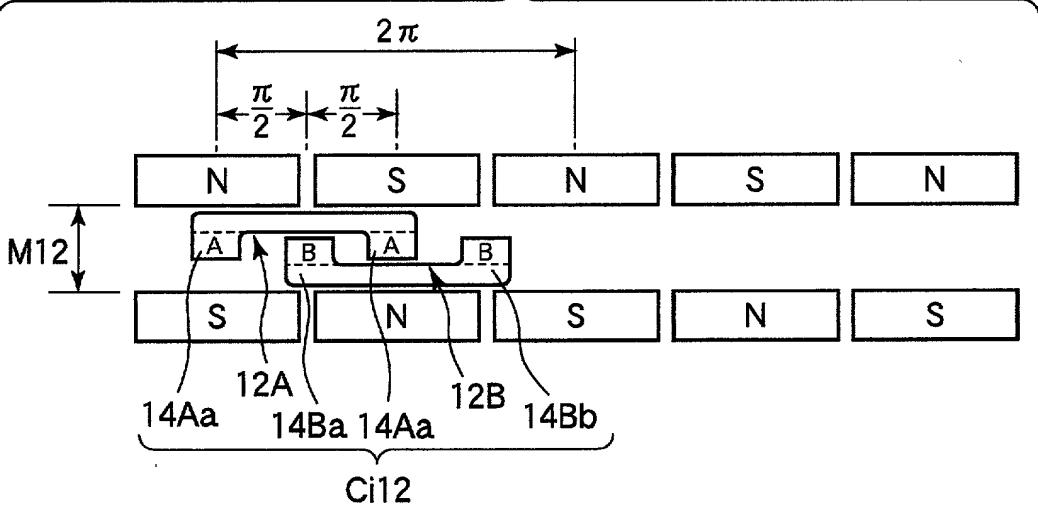


FIG.5

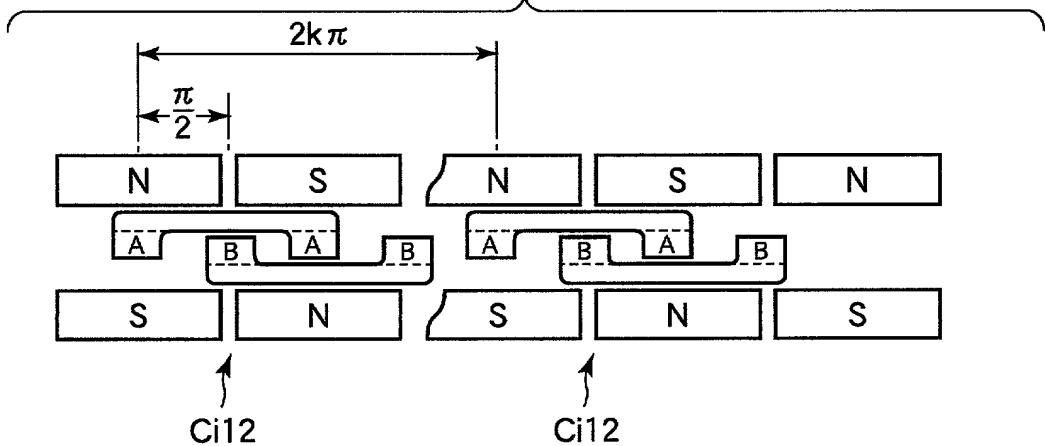


FIG.6

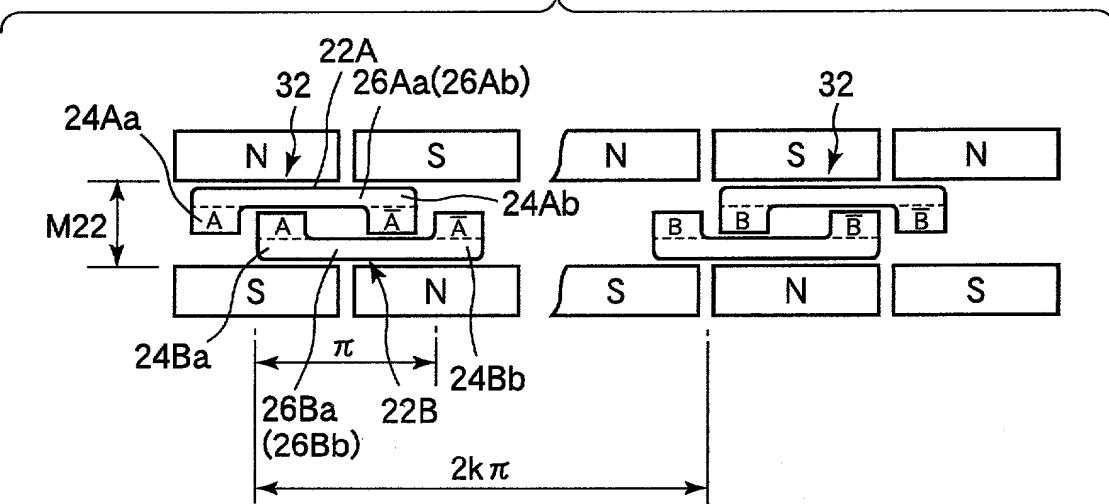
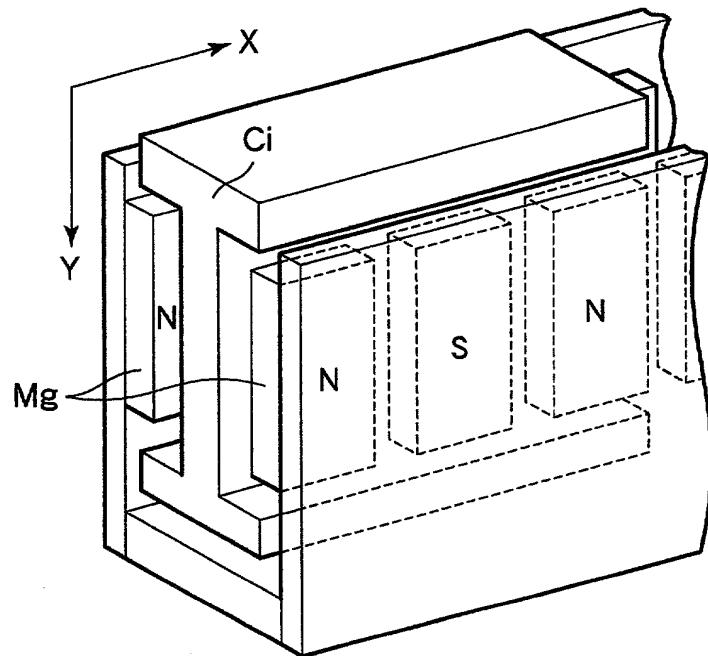


FIG.7

	SEPARATE ONE-POLE TYPE (CONVENTIONAL) RACETRACK-SHAPE	INTEGRATED ONE-POLE TYPE (PRESENT) (INVENTION)	INTEGRATED TWO-POLE SEPARATE TYPE (PRESENT) (INVENTION)	SEPARATE CONNECTED ONE-POLE TYPE (PRESENT) (INVENTION)
FIGURE	FIG.15	FIG.4	FIG.5	FIG.6
SYSTEM LENGTH (mm) RATIO	1	0.69	1.38	1.25
THRUST CONSTANT (N/ARMS) RATIO	1	1.00	2.00	1.81
MOTOR CONSTANT (N/ \sqrt{W}) RATIO	1	1	1.41	1.27

FIG.8
PRIOR ART

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FIG.9
PRIOR ART

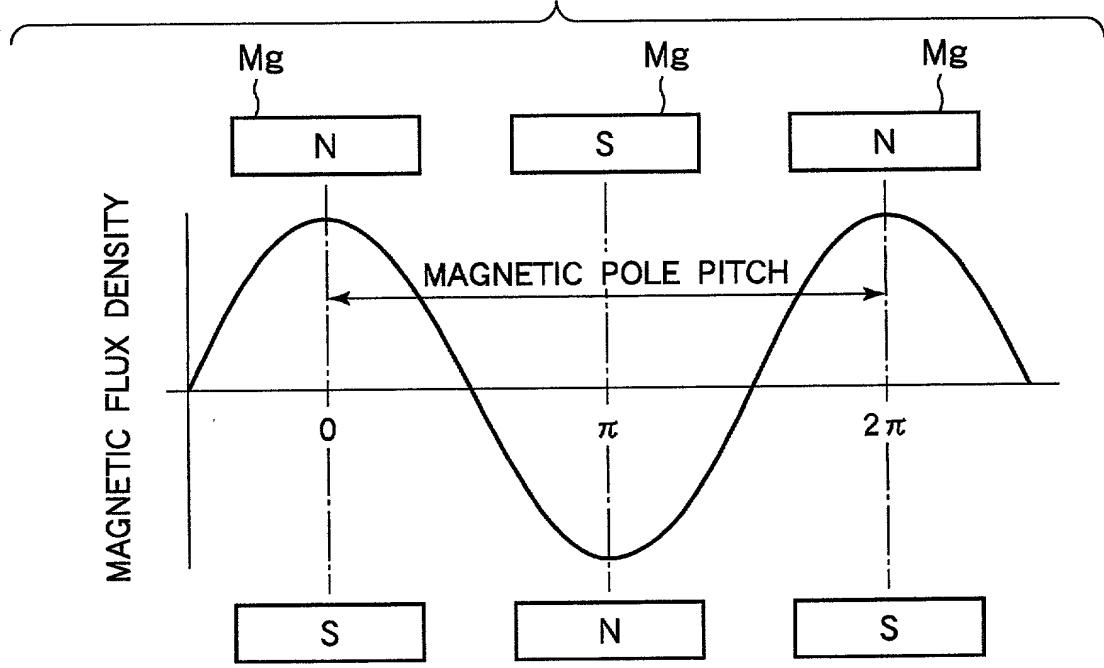
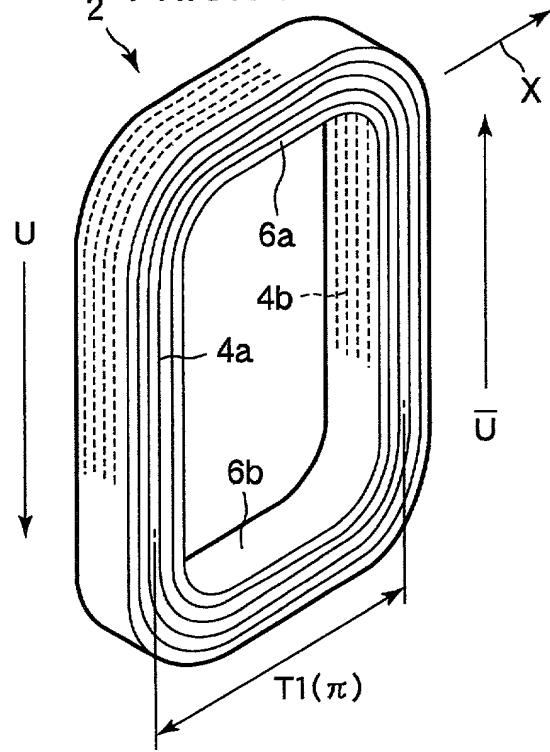


FIG.10
PRIOR ART



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FIG.11
 PRIOR ART

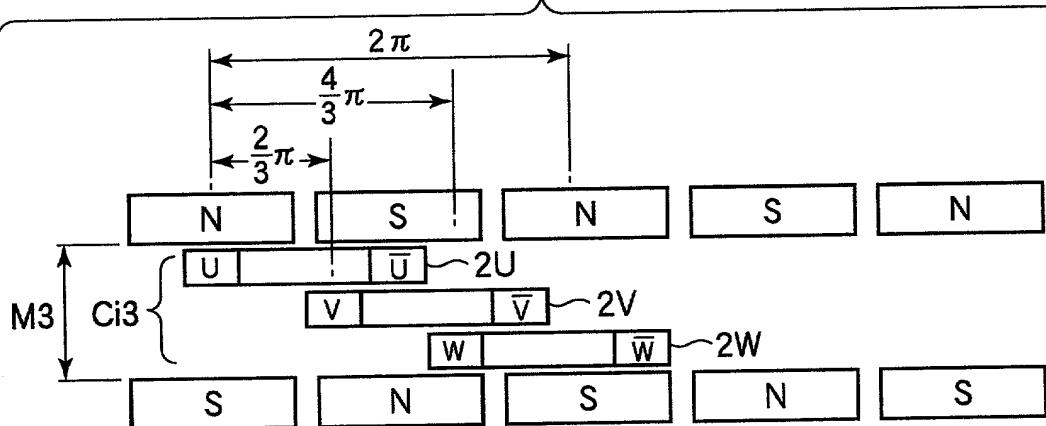


FIG.12
 PRIOR ART

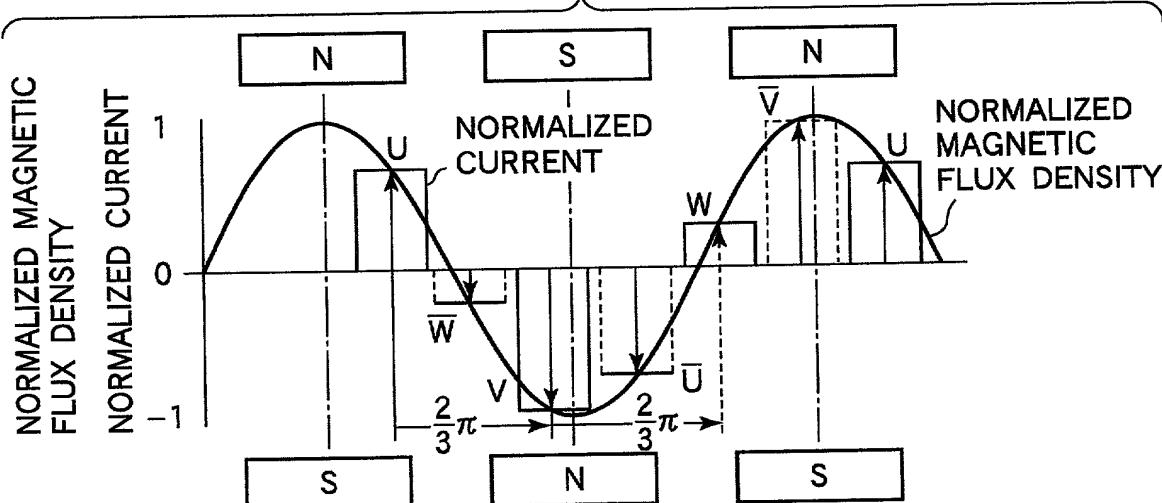
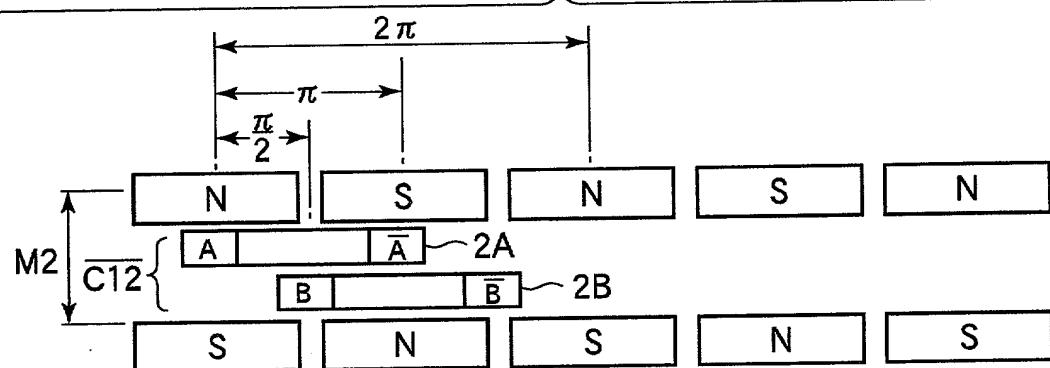


FIG.13
 PRIOR ART



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FIG.14
PRIOR ART

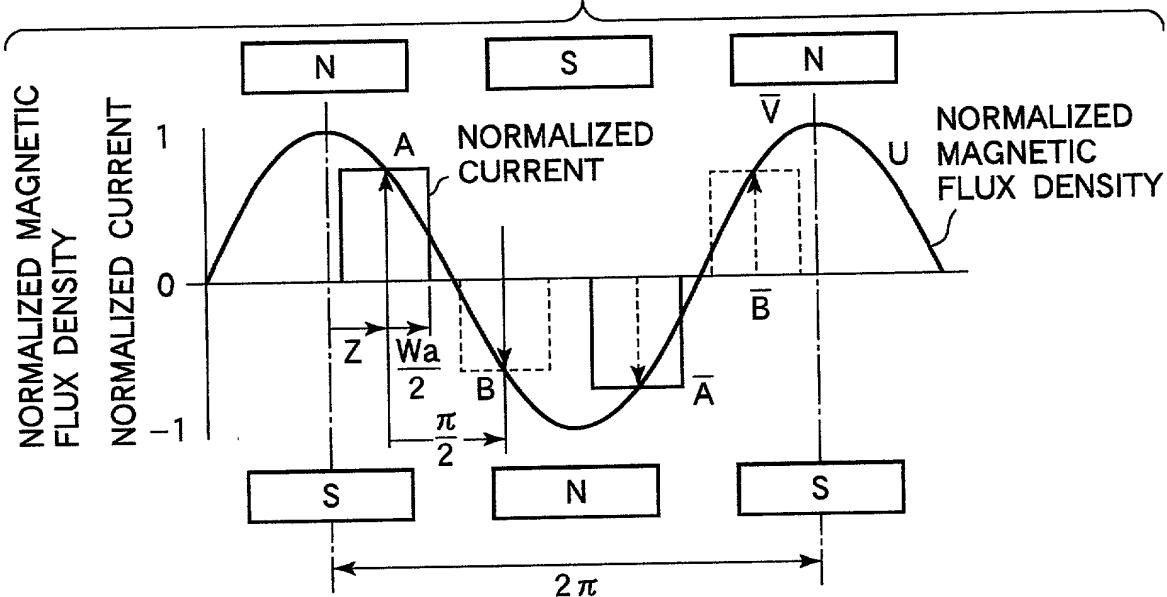


FIG.15
PRIOR ART

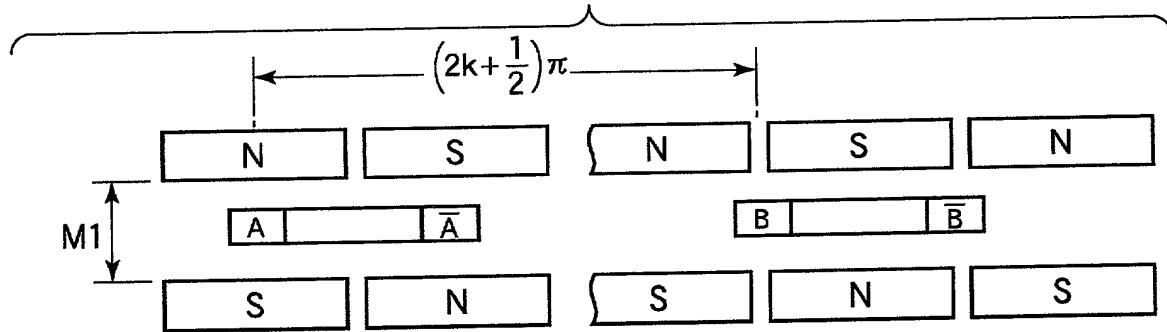
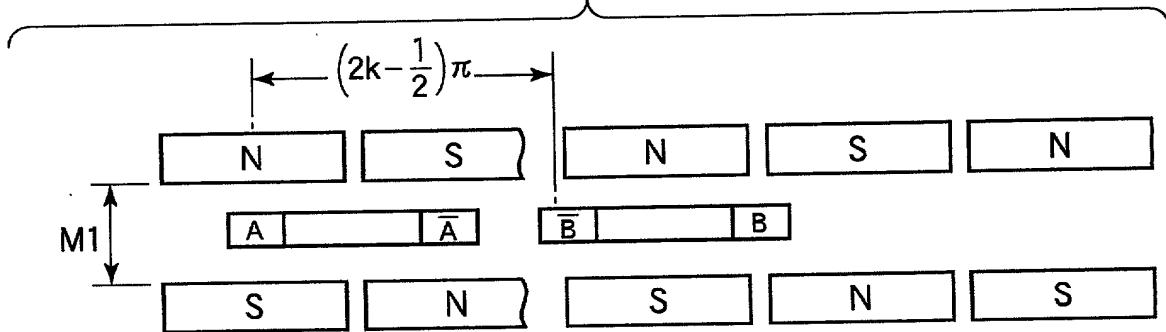
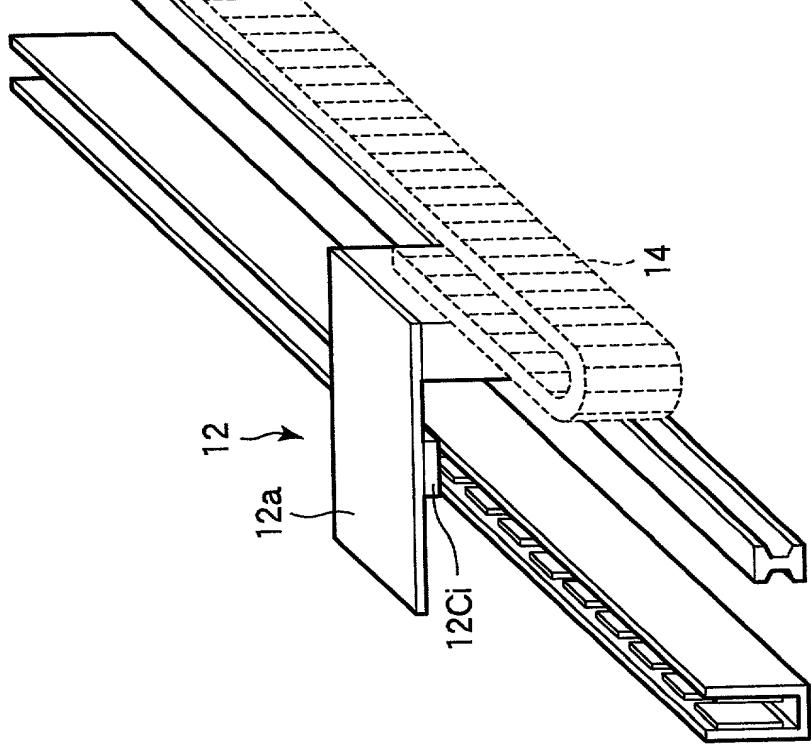


FIG.16
PRIOR ART



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**FIG. 17A
PRIOR ART**



**FIG. 17B
PRIOR ART**

